



Our Home, our Country and our Brother Man.

AN HOUR AT THE MILL.

The "patience" of New England Agriculture are nearly all gone. Pickering, and Lowell, and Derby, and Gore, and Parsons, and the Vaughans, and many others have gathered their last harvest on earth, and have been gathered themselves, by the great reaper of all, into the garner of the Almighty.

A few still linger among us, connecting links as it were between the present and the past, and among them—hale and hearty, with the fire of his heart yet glowing, and the light of his eye yet bright, is Samuel Jaques of the Ten Hills farm in Somerville, Mass.

Being in that neighborhood a few months ago, we could not forego the pleasure of calling upon him, and having an hour's chat with the veteran farmer, who was one of the pioneers in the improvement of cattle and farm stock of all kind among us.

We received a hearty welcome from the Col. who invited us to the mansion, but we had nothing to do in, our business was out among the cattle, about the poultry, and over the fields. Although it was evidently a busy time with him, he very cheerfully dropped all, and made it a special business to attend to us during our stay.

It was a pleasant and instructive hour to us. The Col. is now verging to four score years of age, has always been an observing man—has seen much of men, and things in his day, and communicates his ideas frankly, cheerfully and fluently. He, therefore, who can spend an hour with him and not come away wiser than he went, must be a dunce.

We first directed our attention to the poultry yard. This is a circular area, containing an acre or more enclosed with picket fence. The surface slopes gently to the south. The southern edge lies very near a creek of the bay, and an artificial pond has been excavated, into which salt water is admitted every tide, and into which also come innumerable small fry, which are eagerly devoured by the ducks and geese of the establishment.

This is a rare advantage. Close to this reservoir of salt water, is another of fresh water, derived from a copious spring which gushes out from the slope a little distance off. Here the aquatic fowl have a real paradise of the kind, and can regulate themselves in one or the other of those miniature lakes or come up among the tall grass, to feed or to hide as it seemeth good.

On the north side is a cold grapple, well filled in front with black Hamburg grape vines. A portion of this building in the rear is divided off, and well furnished with boxes, and coops, and roosts for the fowls.

This is a good combination. Fresh eggs, fat chickens, and fresh grapes, are turned out from this house in great abundance. In the winter, when the grapes are not in leaf, the fowls have the range of the grapple, and all the benefit of the warm sun which comes in bright and cheering through the glass.

We found here a great variety of fowls—many of the fancy breeds of hens, turkeys—real native Americans—ducks of different sorts, sizes and colors, among them a flock of the beautiful wood-duck, or summer duck, the parents of which Col. J. obtained in Maine. These are an exceedingly shy bird, and run "cooting" and creeping among the grass when approached. There were also several kinds of geese: the large and snow white Bremen, the large African, the Canadian or wild goose, and the smaller brown China. Col. J. claims to be the first person in the United States who imported the Bremen geese, and he has kept the breed pure. We publish his account of them, and his mode of rearing them, below. The convenience for breeding fowls are here very superior, and the stock certainly looks in excellent order, and they appeared to enjoy life in a first rate manner.

From the poultry yard went to look at some young stock in the barn. These were calves of the "creampot breed," a name given to them by the Colonel, from the fact of their giving such rich milk. Whether they come up to some of the recently reported cases of rich milk and great yields of butter, we do not know; but they were good looking, bright red, and possessed good points. This breed, it must be remembered, is one which is produced by crossing from good milkers. In regard to breeding, the Colonel has become an advocate of breeding in and in, or rather, he contends that breeding in and in is not an injurious process, as many contend it is. He appeals to the works of nature for proof, and cites the herds of buffaloes which roam the western prairies, which have had no artificial interference to direct their crossings, and yet have not degenerated in size or energy—to the flocks of fowls in forest, and on sea, &c. &c. We are willing to admit his position, viz: that in and in breeding may not be injurious, provided it be left to such directions of nature as he cites, or provided it be directed by such experience as the Colonel would direct it.

With nature, might give right in these matters—the strongest right. The strongest and most healthy and energetic buffalo or gander or gobbler, takes charge of the flock, and stamps the progeny with his impress. Time finally impairs his energies, and up comes another younger than he, which pitches him on one side and takes the command, and thus goes on the process. It is not so in a farmer's yard, where A and B, and A and B, and B and C, and B and C, make up the principal combination—but the whole alphabet, said we, is brought into combination, and strength and activity take the lead at any rate.

From viewing the calves we went into the fields. From a small eminence east of the mansion you have a fine view of the bay, of the city, and of the surrounding country. The breezes of a bright October morning came over the waters and swept cool and bracing up the Mystic river, on whose bank the farm lies. Here the Colonel pointed out to us many points of historical interest—among them the spot where was built the first vessel that was ever launched in New England. This vessel, many of our readers will remember, was called the "Blessing of the Bay." This was the pioneer, the parent we may say, of the mighty hosts of shipping, whose sails now whiten the waters of every cline on the globe.

The farm is devoted almost wholly to the production of grass. There is quite an extent of salt marsh belonging to it, from which is obtained large amounts of salt hay. The uplands are also well stocked with artificial grasses. The soil is seldom broken up, but when there appears to be a deficiency, or signs of "running out," as farmers say, in any part, it is covered with compost, which is spread upon the sod, and sometimes the harrow is passed over it, and sometimes grass-seed is thrown on, and thus it becomes renewed, yielding an abundant harvest of hay without having recourse to the usual routine of ploughing and planting and hoeing and sowing and rolling, as many think to be absolutely necessary in order to recruit and renew their mowing lands.

Our time was limited, and we were also trespassing upon that of our host, and we therefore reluctantly cut short our visit and took our leave; and so good by to you, Colonel. The farmers of New England owe you a debt of gratitude for your labors in agricultural improvement; and we but speak their sentiments when we express the hope that the hand of Time will, as hitherto, press but lightly upon your brow, and that God has yet in store for you many years of usefulness, prosperity and happiness.

The following is a letter from Col. Jaques, on rearing the Bremen Geese:

TEN-HILLS FARM, NEAR BOSTON, MASS., 1853.

Having been for many years a breeder of the justly-esteemed Bremen Geese, specimens of which are annually disposed of to purchasers in different parts of the country, I am frequently importuned to give directions in regard to their management. To obviate the necessity of answering each of these inquiries by letter, I have concluded to put the following facts in a printed form.

I believe myself to have been the first importer of this valuable bird into the United States, and some of the circumstances relating to my importation, may not be uninteresting to those persons who have not already been made acquainted with them.

In the winter of 1820-1, a gentleman informed me that during his travels in Germany, he had seen a breed of pure white geese, whose size was so large, that he supposed they would weigh twenty-five pounds each, when fully grown and well fattened. At that period, the late Eben Rollins, Esq., of Boston, kept a correspondence with the house of Dillies & Co., Bremen, and at my request, Mr. Rollins ordered through that firm for me, two ganders and four geese of the breed alluded to. The geese arrived in October, 1821, and the following is a copy of the directions in regard to feeding, which accompanied them. The writer evidently understood the wants of the geese, if he did not fully understand the English language.

"BREMEN, 17th AUGUST, 1821.

"The Captain who is to take over these six Geese will find the cages a little large; however, it is necessary that their lodgings be sufficient wide, if they shall arrive sound in America. Two geese which were sent to Bremen last year in a small box, died on their arrival there; being water-birds, they want a much more careful management than Fowls; they ought to have constantly fresh water in abundance; a quantity of good sand and muscled shells (shells) serving for digestion, must be put into their feed-box; there ought to be always sand and straw below in their cage for litter; also above the cage, as the birds perish otherwise by insects. The geese must be fed; they used to pick the straw from above down to their feet. The geese must be fed with good clean oats, and sometimes with cabbage leaves."

This stock has never been out of my hands, and I have continued to breed it without intermixture. They have always been true to their original character, and have never evinced the slightest deterioration. The produce has invariably been of the purest white; the legs, feet, and bill of a beautiful orange yellow. No spot has appeared on the plumage to shame the distinction they deserve of being a pure breed.

much less dry than that of the common kinds; is tender and juicy, and shrinks less in the process of cooking than the flesh of any other fowl. Some of the keenest epicures have declared that the flesh of the Bremen geese is equal, if not superior to that of the canvas-back duck.

The Bremen geese incline to commence laying in the latter part of February, which is earlier than is desirable in this latitude. To give the young fair play, it is not best that hatching should be finished before the first of June. My mode in reference to this, is as follows:—

The whole of the breeding stock, male and female, are put into a dark room—say about the 29th of February, and kept there till about the 10th of April. While shut up they are well fed once a day with corn, and always allowed sufficient water to drink. Once a week they are allowed to go out for an hour, to wash and plume themselves, and are then shut up again. While thus confined, they lose the inclination to breed, and do not resume it while they are kept shut up; but in eight or ten days after they are set at liberty, the disposition returns, and they commence laying.

I have my goings mostly brought out on the same day. This is done by a mode which may be described as follows: In 1840, I had four ganders and ten geese for breeding purposes. At that time I had thirty milk cows in the stable, the large door of which opened on the farm lane. Directly in front of this door, were the boxes or nests in which the geese laid their eggs. The man who had charge of the cows, also had charge of the geese; and he worked by the following instructions: First. The geese were to be carefully and properly fed. Second. The eggs were to be removed from the nest every day, in the most gentle manner, and placed in a basket of cotton, which was kept in a moderate temperature, and free from dampness. When all the geese had begun to sit steadily, each was furnished with a nest composed of chopped straw, and care was taken that the nest was sufficiently capacious. The eggs were then placed in the nest and the geese allowed to sit on them.

Strict attention was enjoined on the attendant not to allow more than one of the geese to leave her eggs at a time. As soon as one leaves the nest, she makes a cackling noise, and this was to be the signal for the man to go and shut up the boxes in which the remainder were sitting; consequently, when the goose returned, she found only her own box open. As soon as she entered, the whole of the doors were again opened, and the same rule was observed. I have out of the period of her hatching. In following this management, every goose was kept on its own nest. There were one hundred and twenty eggs set altogether—twelve to each of the ten ganders mentioned; and at the end of four weeks, which is the usual period of incubation, there were eighty-eight goslings produced in one day, and they formed a beautiful sight.

When first hatched, the goslings are of a very tender and delicate constitution. My general practice is to let them remain in the box where they are hatched for twenty-four hours after they leave the shell; but this should be regulated by the weather, which if fair and warm, may justify letting the goslings out an hour or two in the middle of the day, when they may wet their bills and nibble at the grass. They ought not to be let out in the rain at any time during the first month. A very shallow pool, dug in the yard, with a bucket or two of water in it, to meet the temporary purpose of bathing, is sufficient during the period.

My practice of feeding, is not to give the goslings any grain whatever, after they are four days old, until snow falls, when they require to be fed on corn for a time. If, however, they were well fed on grain from the time they were hatched, they might weigh from four to seven pounds more than by leaving them to grass feeding alone. By feeding them till four days old, and then literally "sending them to grass," mine have averaged from seventeen to eighteen pounds each, at eight months old, after the feathers have been cleanly picked off. I have no doubt that twenty-five pounds could be obtained by attention to feeding with grain.

The breeding boxes mentioned above, are made something like a dog-kennel, with a roof pitched both ways. They are 30 inches long by 21 inches wide, and are 24 inches in height. The door is in the end, and is covered by a sliding panel, which moves upwards when ingress or egress is sought, and may be shut down at pleasure. For the first month, the geese and goslings are all shut in the boxes at night, in order to protect them against rain and animals which prey on them.

Having had these geese from Bremen, I have always called them after that place, but English writers call them "Bremen Geese." I have already stated that I was the first importer of these geese. It is certain that I had them several years prior to the time when Mr. James Sisson, of Rhode Island, imported his; and since 1821, I have furnished the breed to parties residing in almost every State in the Union, and also in Canada, and Nova Scotia. My charge is uniformly five dollars each. SAMUEL JACQUES.

TICKS UPON SHEEP. Those who keep sheep should see that they are not troubled with ticks. Tobacco smoke is the best and cheapest thing to kill this troublesome vermin. In our next number we will tell you the best mode of applying it.

WHEAT AT TWO DOLLARS A BUSHEL. Three times in the present century has wheat reached the high figure of two dollars a bushel in the valley of Genesee. In 1816, by reason of a remarkable cold summer and a very short corn crop; in 1839, by a somewhat unpropitious season and neglect of agriculture for purposes of trade and speculation, compelling the large importation of breadstuffs from Europe; and in 1854, by reason of short crops in Western and Central Europe, and the war between Russia and Turkey. (Rochester American.)

HOW TO LAY OFF A SQUARE ACRE. Measure 200 feet on each side, and you will have the quantity within an inch.

A PLEA FOR WITCH GRASS.

Mr. Editor:—Our friend Owen Foster, of Newry, seems very much alarmed in consequence of the appearance of witch grass, (or couch grass,) on the farms in his immediate vicinity, he says: "I believe the grass is the worst weed or grass with in my knowledge," and thus proceeds to give us the reasons why he came to the above conclusion. "It will require nearly double the strength, or labor, to plow it, and it will require twice the labor to harrow, and if we plant, it will require certainly twice the labor to hoe it, or if we sow it with grain, the grass will choke the grain and injure the crop very much."

I do not intend to deny the statement of my friend Foster, but I would say to him in the spirit of kindness and good feeling, that with a little more patience and a more thorough knowledge of the properties and habits of that grass, I believe he may be enabled to turn what he considers a pest, into one of the most profitable grasses that he can have on his farm. It makes most excellent pasturing land, it starts early and grows through the whole season, standing the drouth better than any other grass, and makes the very best of hay when cut early, but it must be cut before it is in full blossom in order to make good hay.

A good crop of hay affords more net profit to the farmer than any other crop, considering the amount of labor expended. I am very ready to admit that it is very laborious to cultivate a crop of corn on land, that is well filled with the roots of this grass, and that it injures the crop. But it does not injure the corn crop so much as it does the grain crop the following year—for this reason, the roots become more full of life and vigor by breaking them, and the land being more light and mellow, they shoot forth early with renewed life, and outstrip the grain in the race, and thus cause it to blight. But if it is ever thought best to cultivate land that is infested with this grass it is better not to plow or disturb the grass roots till they are ready to plant, then plow deep, turn the furrows flat and roll them down smooth as possible, then plant direct your corn well, and the grass will not injure your crop very much.

But the better way is not to cultivate such land with corn or grain, but when you find your crop of hay failing on such land, plow in the months of August or September, six or seven inches deep, turn the furrows flat, put on some manure, and roll it smooth, and you will have a good crop of grass the next season without any expense of seedling; if you have no drossing at hand at the time of ploughing, dress it the next spring, and you will have a good crop of grass for two or three years without any further expense, and when your crop shows signs of falling off, plow and break again, for it is the life of this grass to break the roots, and thus make the soil light and mellow.

Winthrop, Feb. 21, 1854.

For the Maine Farmer.

CULTURE OF OSIER WILLOW.

Mr. Editor:—The culture of the osier or willow, which is well adapted to the climate and soil of this country, is said to yield large profits under good management.

England has for many years produced large quantities of the willow, without any diminution but rather an advance in price. It is stated that American fields are fully as productive and prices higher. We have cultivated it for the last ten years, growing very luxuriantly, not unfrequently the shoots in one season attaining the length of ten feet, and in no instance have we noticed any injury from our northern winters.

The cultivation of it to a reasonable extent would be quite valuable to every farmer, to obtain withes for fences, binding corn, grain, &c., yet far more so as an article of commerce, as it has already become an important item. The willow is easily grown from cuttings if properly prepared and planted in early spring. Cultivators recommend planting from twelve to fifteen thousand cuttings to the acre, which in very favorable situation yield from 3 to 4 tons an acre after coming to maturity. D. TARKER. Vassalboro, 1854.

ARTIFICIAL LEATHER.

Arnold James Cooley, of London, patentee.—This patentee takes gutta percha, gutta turban, gutta girek, or catimundi, or any of the substances having properties like those of such a hydrocarbon as gutta percha, and reduces them to fragments by cutting, planing, rasping or grinding; he then heats them in an iron vessel, stirring them frequently until they are reduced to a soft dough. The dough so prepared is then allowed to rest for some time without stirring. After some time this mass separates into two parts, the impure remaining at the bottom. The purest part is then taken out and heated in an iron pot or boiler for about half an hour at 250° F., it being forcibly stirred all the time. It is then mixed with about 100 per cent of soda, ash, or any salt freely soluble in water and volatilizable by a moderate heat, to which is added about 15 per cent of tar oil or turpentine, or benzole, or rosin, and the whole is kept stirred and heated in the same vessel at about 175° for 40 minutes longer. While it is still a doughy mass it is rolled into sheets of different thicknesses, to be used as a substitute for leather. The qualities of toughness and smoothness are obtained by the application of a high and long sustained temperature. The sheets of artificial leather so made, are after this exposed for a short time to the air, then steeped for 12 hours in water containing water. After this they are passed between smooth iron rolls until they become soft and pliable, when they are again steeped twice in succession, in water of clean water, the last water being slightly acidulated (moderately sour to the taste) with sulphuric acid. After this they are exposed to the air and dried, and afterwards all the rough parts are polished down with pumice-stone.

REPORT ON SWINE.

W. Mitchell, Esq., Chairman of the Committee on "Sheep and Swine," read a very interesting report at the table at Taunton, Mass., on the occasion of the Agricultural Fair at that place, last Fall, which appeared in the New Bedford Mercury, and from which the following extracts are made: We find that the hog, since the world began, has been much slandered, faithful friend of man; The least tradition on the lips of sages, Sooner at this pig they do not dare to ride; In their sarcastic way, they call him fool, Because when shared he yields more cry than wool. With all the skill the critic's skull contains, Think you a hoghead wouldn't hold his brains? If you must throw him pearls, 'tis you who waste, Knowing that acorns better suit his taste. 'Tis true, that Emperor of coquettish girls—Queen Cleopatra—sighed and tipped her pearls; The more ambitious pig, of frugal check, Was never guilty of so mean a freak. You think him greedy, since he loves to dine, I own the charge;—but tell me, are the swine The only creatures fond of feeding food? Are avarice for abstinence renowned? You say he's stubborn; that he will pursue Just any path that's not desired by you; Sublime injustice! Worthier voter!—say—Did you never, on election day, With all your country's reliance on your head—Fearing the knave who hinted you were led—Because a asked you, give to B your vote? You scorned dictation—don't revile your beast.

Is he unclean? Ye gentle dames, who have Your fairer forms in Newport's annual ware! He seeks no sea-side with the summer's heat; Is that a proof to you he isn't neat? Know this is valor's better part to swim. He cuts his throat when he attempts to swim. You know he's stupid, since you fail to find Some traces in him of the march of mind; Is he unclean?—think how Bacon "shined," And don't forget the tale Hogg left behind.

Would there were space, in this brief lay of mine, To sing the history of distinguished swine! A neat biography, adorned with plates, With choicest cuts—The Pig in all his states. But time forbids; my verse can only stay To breathe the important lesson of the day, Lo! counties pig respond, in thrilling squeals, To the grand truths this century reveals, The fattest hogs in Epicurus' thrall, With crisp cracklings to our words reply: "We'll not be more, nor covertly ally. But boldly speak it—Pigs were MEANT FOR FOOD!"

O, be it ours, in these degenerate days, Ourselves and pigs from prejudice to raise. Let Mahomet's sons, with infidel assails, Decried that Turkey don't agree with him; Let Hebrews, renouncing renovated clothes, Avert from bacon the Caucasian nose; And you, the father of our rising race, Who deem the pig a vile and wasteful space, Had he content with vegetable food, His spare-rib and his apple sauce eschewed. Let Cincinnati stall, at golden noon, Her slops impervious to the rays of June, With wicked lard illumine her daily toil, And you that sublimed aren't so cheap as oil! But Bristol's pigs are sacred to the fork, We'll save our bacon, nor make light of pork; So may your Monday's larder still display The juicy ham, befitting waking day! So the crisp sausage set its final seal Of full enjoyment in the morning meal.

Yet, if your tender palate should decline To go the whole, unmitigated swine, Remember Sprat—Jack Sprat—of whom you've heard, Who left the piguous, and the lean preferred, While the fair partner, much averse to waste, Had eaten of the compound's choicest bait; Like the lean wit combined withunctious oil, Lightened his labors and partook his toil; Between them both the ample dish was cleared Till not a speck upon its face appeared—Thus when short comings bother us with doubt, 'Tis woman, lovely woman, helps us out. Yet, as the true reformer's eager eyes Detect the clouds that o'er his pathway rise, Nor toward the mark too curiously strain, Till fully weighed the Future's loss and gain, Grant me one word of prudence ere I end, To check the porker's too impetuous friend.

Dear to New England's hearth those rural scenes, The Sunday bacon and the Sunday beans; That acoustic board at which the genuine Blues Discuss the sermon and the parish news; And "trouble you"—their grave remarks between—"For a few more, and just a bit of lean." Oft at that solemn banquet may you prove For pork and presiding your untiring love; And O be wary what that Sublimed say, Lest there you fall through o'er abundant zeal; For if you mean, with renovated force, To struggle out the afternoon discourse, And hope at palm-time promptly to arise, Reaching "nineteenthly" without winking eyes, Leguminous repetition shun, O shun! 'Tis not your best place to be your fun. Consider well what old Pythagoras means, Warning his hearers to beware of beans; Distract the second helping, cold or hot, Death's eldest brother, sleep, is in the pot. In vain the teat invites to "watch and pray," The parson's periods point the other way.

A CHAPTER ON PIGS.

Gibborne in his Essays on Agriculture, thus quaintly speaks of pigs: We inherited a long-legged sow, hog-backed, bristly-mand, fat-sided, slouch-eared, rather a ferocious looking animal. Twice a year she was followed down the lane by an almost interminable series of little grunters—reductions of mamma—sixteen, eighteen, we believe even twenty at a litter. But how could these satisfy the eyes of a critic? So we began afresh and a few years of judicious selection and crossing gave us animals of almost perfect symmetry. The litters, however, from far in the teens, dwindled to six, four, and at length our favorite sow produced one. Nor was this all. The roared bacon three inches thick, for which when trimmed with beans, we have seen great gastronomes of undoubted authority desert farther-fetched delicacies, was replicated on our table by six inches of lard. When we could not save our bacon we gave up the pursuit; and we are inclined to think that our experience was a sort of epitome of great breeding. A snub-nosed race, called Chinese pigs, or Tunks, have some distinctive marks. They may, for what we know, claim an antiquity coeval with the Shee-king and Shoo-king, though, indeed, we are not precisely aware of the authority on which they are said to have come from "the Flowery Land." They are funny little fellows; pert and queer in their ways; very symmetrical; poor breeders; and not exactly the pigs to furnish contrast bacon.

ABOUT THE CAMEL.

The Neapolitan, the Portuguese, and the Berkshire pigs have many points in common. For a constant supply of pleasing pigs we should select the Lisbon market. They are the only cleanly animals of a domestic nature (we make no exceptions) in Portugal; very symmetrical when fat, and of sufficient activity to get their living in the chestnut woods during the early part of their lives. To this feeding we should have attributed the delicacy of their pork, if we had not heard, on good authority, that in America mast-fed bacon is very inferior both in firmness and quality to that which is fed on grain. Whether the animal which, by an agreeable alliteration, is called a Hampshire hog owes any of the celebrity of his bacon to acorns and beech-nuts we will not pronounce. We are inclined to attribute a good deal to careful and scientific curing. Pigs, both in their natural and domestic state, deteriorate if exposed to cold. We are told that the wild boars of Barbary, Bengal, and Sindh, are much finer animals than those which endure the severity of a northern winter in the forests of Germany. Nature made the pig an animal of great activity and spirit. Man, in the due exercise of the power which has been conferred upon him of moulding nature to his own convenience, has made him a creature of fitches and hams. We think, however, that, in the case of the pig, the transforming power has been exercised rather wantonly. Of all the overloaded animals which deform our cattle shows, none so entirely outrages delicacy as the improved pig. Unless his legs shrink under the weight of his shapeless carcass; unless his belly trails on the ground; and unless his eyes are quite closed up by fat, he has no chance of a prize. The extremes of domestic swine are Prince Albert's prize pig at the one end, and the pig whose heart is in the but of the Finn, all the way from St. Petersburg to Archangel, at the other. This latter is an animal of skin and bone. From his looks you would not suppose that he had any vitals; there seems to be no room for them. His bristles, if not his ornament, are at least his distinction. He furnishes them to our markets, to an extent both in quantity and value, which, but for custom house statistics, would be thought fabulous, and to which we only reconcile our judgment by recollecting that he appears, by these his representatives, on the toilet table of every lady, we might almost say of every female in Great Britain.

As to flesh, if one could conceive such an animal to be ever subject to the tender passion, the epithalamium with which Person honored the union of a lean master of Banet with a lean-maid, would be highly applicable to him: "Though you could not, like Adam, have gallantly said, 'Thou art flesh of my flesh,' for flesh ye had none, You at least might have said, 'Thou art bone of my bone.'"

Such are the extremes. "Medio tutissimus ibis."

"We think this is a mistake. All the Chinese hogs we have ever seen were remarkable for their fecundity."

DOMESTIC RECEIPTS.

SELECTED FROM VARIOUS SOURCES.

HONEY CAKE, No. 1. Three-quarters of a pound of butter, three-quarters of a pound of sugar, six eggs, two pounds of flour, one tablespoonful of ground cinnamon, half a gill of cream, one quart of honey, one table spoonful of dissolved saleratus. Beat the butter and sugar to a cream; beat the eggs and stir in with the flour, cinnamon, cream and honey. Beat the whole for ten minutes, then stir in the saleratus. Line your pan with several thicknesses of paper, well buttered; pour in the mixture, and bake it in a slow oven.

HONEY CAKE, No. 2. Half-a-pound of sugar, half-a-pound of butter, one pint of honey, one table spoonful of cinnamon, one teaspoonful of nutmeg, as much flour as will form a dough. Stir the butter and sugar together, add the nutmeg, cinnamon and honey, and enough flour to form a dough. Knead it well, roll it out in sheets, cut it in cakes with a cake-cutter or the rim of a tumbler, place them on tins, and bake them in a moderately hot oven. Before you set them in the oven, wash them over with a little honey and water mixed in equal quantities. [National Cook Book.]

WHEAT MEAL PUDDING—FINE FLAVORED. Beat five eggs, add to them four cups sweet milk, one of sweet cream, with salt. Into this stir a cup full of flour and wheat meal, sufficient to make a batter a little thicker than for griddle cakes. Boil one and a half hours. The water should be kept boiling when the puddings are put in, and kept so till they are done. It is necessary to turn them occasionally, as they will rise to the top.

NEW RECIPE FOR MAKING ICE-CREAM. The following recipe is from a Connecticut lady. It is the best and quickest method of making ice-cream we have seen. "Take one tea-cup of cream, one tea-cup of sugar, one egg; beat the egg and the sugar well together; flavor as you please, and then stir in light snow until it is frozen stiff as you wish. It is quickly made and first-rate. [Rural New Yorker.]

CORN MEAL PUDDING—BOILED. Pour over a quart of corn meal sufficient boiling water to scald it, stirring to mix. Add half a tea cupful of sweet cream (or a cup of milk,) and the same of dried cherries, or any other fruit, with a little salt. When milk warm stir in a cupful of lively yeast—cover close and set in a warm place to rise. When light, stir in flour to make the batter quite stiff, and let it rise again. Put it into a pudding bag which has been wrung from water, and its inside dusted with flour or meal, to keep the pudding from sticking. Boil from one and a half to two hours. Serve with sweetened cream. Four or five hours are necessary to prepare this dish.

ANOTHER. Pour over a quart of meal barely sufficient water to scald it. Add a cupful of buttermilk and half cup of cream, with salt and saleratus, (soda is always better) to sweeten. Add flour till the batter is moderately stiff—about as before. Boil two hours and serve as above. [Michigan Farmer.]

A LEAD WIRE, the thirteenth of an inch in diameter, sustains twenty-eight pounds. A tin wire, the thirteenth part of an inch, sustains thirty-four pounds.

ABOUT THE CAMEL.

The want of pastures and fresh water is very unfavorable to cattle, but the camel is more amenable to the tastes of the Orient, for the absence of the rest. It is the real transport of the desert. It can remain fifteen days or even a month without eating or drinking; and however miserable the country, it always finds something to satisfy it, especially when the soil is impregnated with salt nitre; plants that other animals will not touch, brambles, or even very woe, serve it for food. Yet little as it costs to keep, the camel is more useful than can be imagined out of the countries where Providence has placed it. Its ordinary burden is seven or eight hundred weight, and thus laden it can go forty miles a day. In many Tartar countries they are used to draw the coaches of the kings or princes; but this can only be on flat ground, for their fleshy feet would not permit them to ascend hills and draw a carriage after them.

Notwithstanding this softness of its foot, however, the camel can walk over the roughest roads, stones, sharp thorns, roots of trees, etc., without being hurt. But if obliged to walk too far, the real sole of its foot wears out, and the flesh is laid bare. The Tartan, under such circumstances, make it shoes of sheep-skin; but if after this the journey is still much prolonged, the creature lies down and must be abandoned.

There is nothing the camel dreads so much as a wet and marshy soil. When it places its foot on mud and finds it slip, it begins to stagger on its side. Every year, toward the spring, the camel loses its hair, and it all goes to the last fragment before the new comes on. For about twenty days it is naked as if it had been clean shaved from head to tail; and then it is extremely sensitive to cold and rain. You may see it shiver all over, like a man exposed to cold without clothes. But by degrees the hair grows again; at first it is extremely fine and beautiful, and when it is once more long and thick the camel can brave the severest frost. It delights then to march against the north wind, or standing on the top of a high hill, to be beaten by the tempest and breathe the freezing air. Naturalists have sometimes said that camels cannot live in cold countries; but they could hardly have meant to speak of Tartar camels, which the least heat exhausts, and which certainly could not bear the climate of Arabia.

The fur of an ordinary camel weighs ten pounds; it is sometimes as soft as silk. That which the entire animal has under his neck and along its legs is rough, tufted, and black; but it does not take care of it, but suffer it, when it falls off, to be lost. In the place where the camels feed you may often see great bunches of it, like old rags, blowing about, and sometimes, in the hollows and corners of the hills, large quantities will be drifted by the wind. But it is never picked up, or only a small portion of it, to make a coarse sort of sacks and carpets.

The milk of the camel is excellent both for butter and cheese: the flesh is tough, ill-flavored, and little esteemed by the Tartars. They make use, however, of the hump, which they cut in slices and take with their tea. It is said that Heliogabalus had camel's flesh served at his banquets, and that he was especially partial to the food. Of this latter dainty, which the emperor had the glory of discovering, we cannot speak; but we can affirm from our own experience, that the flesh of the camel is detestable. [Luc's Journey through Tartary.]

AGRICULTURE BY STEAM.

The general application of steam to mechanical purposes has in a certain sense revolutionized the world, and the arts have been benefited by it, it is a singular fact that the powers of steam have never hitherto been practically applied to lighten the labors and ensure the success of the agriculturist. The prospects are, however, that this deficiency will soon be removed. It is said that Mr. Romaine, of Peterborough, Upper Canada, has invented a steam plow, for which a patent has been granted in England, and which is said to be far superior to anything of the kind ever before constructed or conceived. It comprises a stout cart, drawn by horses, containing a steam engine of ten horse power, with tubular boiler, on the principle of the locomotive engine, and connecting by means of a crank and rods with a large cylinder, suspended behind and supported by two smaller wheels, so as to be independent of the unequal motion of the horses. This cylinder is six feet in length, and three in diameter, and is armed with projecting iron prongs, which are so arranged in a spiral position that upon the revolving of the cylinder they turn up and effectually pulverize the earth to any required depth. The cylinder is partly enclosed at the back by a box, against which the earth is thrown, and on the top is a seed roller, with tubes through which the seed is deposited in rows, and a roller following after leaves all smooth and complete.

The weight of the entire apparatus is about a ton and a half; but the labor of the horses is rendered comparatively light by that of the steam engine, which indeed leaves little for the horses to do but to guide the direction. It is believed that this machine, with the aid of a man and a boy would plow, sow and roll ten acres of land in a day. The first cost of the apparatus would be considerable; but the steam engine may be applied to threshing and various other farm purposes, so that it would in the end materially lessen expenses.

A NEW HINGE. A new hinge has been invented by P. S. Bates, of Waterbury, Conn., which obviates the necessity of using a spring to cause the door to shut. It is stated also that the improved will not cost any more, if as much, to manufacture as the old-fashioned kind. The form of the hinge is such that, as the door opens, it rises and falls again by its own weight.

COLTS AND STEERS. If carefully handled daily, will need no feeding of heads or limbs in order to make them work for you. Accustom them to the harness and yoke, for weeks before you want their services, and when they understand what you want, they will do all they can cheerfully.



THURSDAY MORNING, MARCH 2, 1854.

THE MAINE FARMER: AN AGRICULTURAL JOURNAL AND FAMILY NEWSPAPER.

THE SNOW AND THE RAILROADS.
The present winter has tested the powers of the locomotives on the railroads in Maine pretty severely. Jack Frost, with his snow storms and cold winds, has proved himself a pretty formidable antagonist to the steam giant, and has made him lay by, or call for help pretty often this winter.

It may be considered a pretty expensive season for our Railroad companies, but it will profit by this experience in future, not only in conducting and repairing what tracks are now laid, but in constructing new tracks it may in the end prove profitable. The snow storm we had on Thursday last week, although it lasted but about half a day, occasioned as much or more trouble than any one we have had this winter. The snow came down and it cleared off cold, and blew all night a real gale, filling all the tracks, and especially the deep cuts full, and not only full, but it packed the snow down and froze it so solid that it required great power to get through it. In addition to this, in many of the deep cuts that had been filled so often, the sides have been pressed so solid by the frequent passing of the snow plow through them, that they have become almost as solid as ice, and oppose powerful resistance to any further pressure. Hence, it became almost impossible to get through them unless shovelled out by hand, and as the snow in this way of clearing had to be thrown up ten or fifteen feet, this mode was slow and laborious. The Androscoggin & Kennebec road had hard work to clear their track from Belgrade to Danville Junction, after laboring with their snow plow all night and all day, propelled with four stout locomotives in full blast. After the utmost perseverance they succeeded in getting an up train from the Junction to Winthrop, at about 11 o'clock in the evening, it having been due more than 24 hours previous. How much further they got that night we have not yet ascertained.

There are some good lessons to be learned by railroad companies, by these "afflictions." In the first place, obtain as soon as possible sufficient motive power, or in other words, locomotives enough to meet all these contingencies, and have them so disposed on the route, that they can be called into requisition at short notice. If there be power enough on the road to propel them, a snow plough at each end of the route would oftentimes shorten the time of delay.

In constructing roads we have often known the track put through deep cuts, when a slight curve would have avoided it altogether. Now, as a general rule it is true, a straight course is far preferable to a curve, but in such a snowy country as ours a slight curve on a moderately elevated embankment is better, during deep snows at any rate, than a straight course through a deep cut, and if you can't get earth enough to raise your road bed without a cut, borrow it somewhere. Better borrow ten yards of earth to do this than throw away one yard of surplus obtained by deep cuts. In the next place, lay a sleeper track instead of longitudinal rails. These latter are very proper in warm and fine climates, and before any repairs are needed, but in the rains of summer they make a dam, and the road bed becomes flooded; and in the winter they also make a dam, and the road bed and rails too—become crusted over with ice, and cause mischief and delay. Experience abundantly proves that no kind of track is so cheap, and at the same time so good as a sleeper track. It is simple in its construction, affords an elastic but sufficiently firm support to the rails, does not stop or allow water and ice to accumulate on the track, and is very easily repaired.

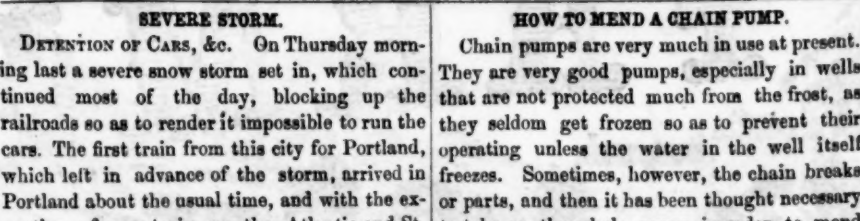
BARN PLANS WANTED.
Our friend, Capt. J. Jennings, of North Wayne, says he is determined to build him a new barn next summer, and he wants a good plan. Surely the Capt. is not to blame for that. A good and convenient barn, is to a farmer, what a good and convenient warehouse is to a merchant, it being the place where he bestows and deals out his goods, and the more convenient and "handy" it is, the greater saving of time and labor there will be in the operation of filling and dealing out. Prof. Wilkinson, some time ago, promised us the use of a cut of the great "cattaract barn" that he planned, and which is now being built on the farm of Mr. Leavitt, in Great Barrington, Mass. We hope to have it soon. Now Capt. J. is a whole catarract himself, and will not need a cattaract barn, but that we should like to have him see the plan, so as to open his eyes a little wider to great barns in general, and little barns in particular. Who will give the Capt. a lift in his barnological studies?

THE FINEST CASSIMERE AT ALL. We have at the Farmer Office a specimen of the finest cassimere that you ever saw. It was manufactured at the North Vassalboro' manufactory from the best and finest of Silesian Saxony wool—wool that cost nearly two dollars per pound. The specimen is from the piece of cassimere that took the first premium at the New York Crystal Palace recently. Those who wish to see how Maine can hold its own in making fine cloth, are requested to call and look at it.

This company have been long engaged in making fine cassimere. They took one of the premiums at the World's Fair, at London, in 1851. Mr. Pope, the agent, informs us that they have heretofore used fine imported wool, but are now preparing an additional department for coarser work, and will use a large amount of Maine wool. So feed up the old sheep, brother farmers, and give them a supply.

QUICK SAILING—MAINE LEADS THE WORLD. The clipper ship Red Jacket, built at Rockland in this State, has recently made the voyage from New York to Liverpool in thirteen days one hour and twenty-five minutes, the quickest trip ever made across the Atlantic by a sailing vessel. She experienced very boisterous weather throughout the passage. For seven days of the thirteen, her log shows the following distances in miles, viz: 300, 310, 342, 371, 374, 413. Besides building more shipping than all the rest of the Union, Maine has now sent forth a ship that has taken the lead of anything yet built. Well done, Rockland.

WEEKS AND RICHMOND'S WRITING FLUID. We have been using recently some of "Weeks and Richmond's United States Indelible Writing Fluid." We find it capital ink, possessing all the requisites of a good writing fluid, such as good color—flows easily and uniformly—does not corrode the pen. We commend to all scribes at least, as being just what they want. It is manufactured at Oldtown in this State.



THURSDAY MORNING, MARCH 2, 1854.

THE MAINE FARMER: AN AGRICULTURAL JOURNAL AND FAMILY NEWSPAPER.

SEVERE STORM.
DETENTION OF CARS, &c. On Thursday morning last a severe snow storm set in, which continued most of the day, blocking up the railroads so as to render it impossible to run the cars. The first train from this city for Portland, which left in advance of the storm, arrived in Portland about the usual time, and with the exception of one train on the Atlantic and St. Lawrence road, was the only train that reached Portland on that day. No other train left here on Thursday, but on Friday morning an engine and baggage car started for Portland, which place they reached on Saturday. The road was cleared on Saturday, and a passenger train left here in the afternoon. The first passenger train from Portland, since Wednesday evening, arrived here about five o'clock Sunday morning, having left Portland about 7 o'clock the evening before.

We learn that the Androscoggin and Kennebec Railroad were similarly detained, no train reaching Winthrop from Waterville from Thursday until Saturday evening. The train from Waterville for Portland on Thursday noon, was stopped by the snow at Belgrade, and the engines froze up, and it remained there until the next day.

Beyond Portland the storm was equally severe. The Portland Argus of Friday says:

"A violent snow storm commenced in this city yesterday morning. The quantity of snow fell was not large, but the wind was very high, and blew it in every direction. The storm ceased in the afternoon, but the wind continued. The railroads east and west were encumbered, and the trains entirely deranged in the afternoon. The noon train from Boston reached Saco at one o'clock—but the snow had so blown on to the track between S. and this city, that the cars had not reached here at twelve o'clock last night, when we went to press.

"During the week the Atlantic coast, from Maine to Maryland at least, has been visited with a very severe snow storm. Accounts have reached us as far South as Washington, D. C., where the storm began early on Monday, and by night-fall the ground was covered with a foot of snow, or more; and in Philadelphia, between one and two feet. In New York the wind blew a gale, the air was filled with snow, which fell to the depth of a foot, and great inconvenience was experienced on the railroads; indeed all the railroads between Boston and Washington were more or less obstructed by the fall of snow, almost unperceived, so far as the Southern cities are concerned.

The Boston Journal of the same date says:—"During the week the Atlantic coast, from Vermont and Massachusetts Railroad—has been visited with a very severe snow storm. Accounts have reached us as far South as Washington, D. C., where the storm began early on Monday, and by night-fall the ground was covered with a foot of snow, or more; and in Philadelphia, between one and two feet. In New York the wind blew a gale, the air was filled with snow, which fell to the depth of a foot, and great inconvenience was experienced on the railroads; indeed all the railroads between Boston and Washington were more or less obstructed by the fall of snow, almost unperceived, so far as the Southern cities are concerned.

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On Sunday we were visited by another snow storm which continued through the day, but moderated towards night into a severe rain, with a heavy wind.

The cars left on Monday morning for Portland, and succeeded in getting through in the course of the afternoon. The train which was due at 4 P. M. arrived here about 10 P. M., and the evening train got here at about 1 o'clock Tuesday morning. The track is now, (Tuesday morning) clear, and we hope it will not be so badly obstructed again.

GREAT STEERS IN SOMERSET.

A correspondent from Norridgewock puts the following statement. The back ground by the following statement. The back ground by the following statement.

"Seeing a statement in the Farmer of some of your Kennebec steers, I thought I would give you an account of some of the Somerset ones. Mr. Seth Parlin, of Norridgewock, sold one pair for \$150; Mr. Artemus Heald, of Norridgewock, one pair for \$175; Mr. Joseph Vickery, of Norridgewock, one pair, gilt 7 feet 5 inches, sold 340 lbs. for \$200. All four years old. Capt. John Burns, of Madison, one pair 5 years old, for \$200; John Burns, Jr., has one pair that he has refused \$210 for; Mr. Gerry Houghton, of Madison, has one pair, 3 years old, gilt 7 feet 2 inches, weight 3000 lbs.; Mr. Alvin Parkman, of Bloomfield, sold one pair, gilt 7 feet 6 inches, weight 4000 lbs., for \$240. If Kennebec carries off the palm, I think she will have to try again, for we have a few more left yet."

NEW PATENTS. For the week ending Feb. 21, the following patents were issued from the United States Patent Office to residents of Massachusetts:—

John B. Holmes of Boston, Mass., for improvement in derricks. Daniel J. Stearns of Pittsfield, Mass., for improvement in stretching and drying cloth. Samuel F. Holbrook of Boston, Mass., for improvement in contrivances for protecting passengers in railroad cars. S. S. Thompson of Newburyport, Mass., for improvement in spooling yarn from the cop. Solomon Smith of Acton, Mass., assignor to himself and Wm. Schouler, of same place, for improvement in the art of spinning. Hiram Tucker of Cambridgeport, Mass., assignor to himself and Joseph Story of Boston, Mass., for improvement in applying clothes to stone. Patented in England, Sept. 24, 1851.

SALE OF THE LATE PORTLAND CUSTOM HOUSE. On Monday last week the remains of the late Custom House at Portland, which was destroyed by fire on the 8th of January last, were sold at auction. John M. Wood was the purchaser of the brick, stone and iron, for \$2500. The Portland Company purchased the copper at 25 cts. per pound. The old wrought iron went at \$4.00, and the old cast iron at \$20. per ton. The terms were cash, and the remains to be taken away in 90 days.

DEPARTURE OF THE THREE BELLS. The British ship Three Bells, Capt. Crighton, which took off a part of the passengers from the steamer San Francisco, sailed from New York to Glasgow on Monday last week, on her return to Glasgow. On her way down the harbor, she was saluted by the United States batteries,—a merited compliment to her noble captain and gallant crew. We see it stated that Capt. Crighton has declared his intention of becoming a citizen of the United States. We hope it is so; he will make a good citizen.

HOW TO MEND A CHAIN PUMP.

Chain pumps are very much in use at present. They are very good pumps, especially in wells that are not protected much from the frost, as they seldom get frozen so as to prevent their operating unless the water in the well itself freezes. Sometimes, however, the chain breaks or parts, and then it has been thought necessary to take up the whole pump in order to mend and replace it. A friend told us, the other day, a method which he has adopted in such cases with perfect success. The chain with its plugs, you know, is an endless one, going over a pulley at the top, down outside the pump into the water in the well; then over a pulley under the water at the lower end of the pump tube, thence up the tube. Now if the chain parts, it is difficult getting one end over the lower pulley and up to the other side unless you take up the pump to do it.

Take a strong string of sufficient length to reach from the bottom of the lower pulley to the surface of the water in the well—tie a cork to one end of it and tie the other end to the chain. Then winding the string round the cork, put it into the pump tube, and let the end of the chain follow it down. As soon as it gets down under the pulley, the cork will rise to the top of the water in the well, from which it may be hooked up. The chain will be hauled up with the string, and the two ends may then be fastened together in the usual way.

NOMINATIONS BY THE GOVERNOR.

On Tuesday last week, Gov. Crosby made the following additional nominations:—

Wm. Bennett, Thomaston, Warden of State Prison, re-appointed.
Soliman Heath, Waterville, Reporter of Decisions, Supreme Judicial Court, to fill vacancy.
Wm. E. Kimball, Portland, to fill vacancy.
Gillman L. Bennett, Portland, to fill vacancy.
Gardner, Gardiner, Trustees Insane Hospital, re-appointed.
Joseph H. Williams, Augusta, Wm. A. Rust, Paris, Trustees Reform School, to fill vacancy.
Wm. E. Kimball, Portland, to fill vacancy.
Prescott P. Holden, Bangor, Keeper State Arsenal, to fill vacancy.
Lincoln County. William M. Reed, Bath, Sheriff.

Kennebec County. John A. Pettigill, Augusta, Sheriff; Joseph Burton, Augusta, Register of Probate.

Somerset County. Benj. Adams, New Portland, Register of Probate.

The nominations made on the 14th ult., which were given in our last, were unanimously confirmed.

MILITARY AND CIVIL BALL. This grand affair came off at the State House, on Wednesday evening, 22d ult. A large number of ladies and gentlemen, some four or five hundred, were present, from all parts of the State, and some from Massachusetts. The grounds, in which the dancing took place, was handsomely ornamented with flags, evergreen wreaths and mottoes, old British muskets taken from Cornwallis by Gen. Washington at the battle of Yorktown, and a splendid picture of the "Father of his country." The dancing continued until a late hour, rather, an early hour in the morning. The music was excellent, and, in short, everything passed off well, and the affair did much credit to all who were concerned in getting it up.

SOMERSET & KENNEBEC RAILROAD. The contractors on this road are driving along with great rapidity, and are expected to complete the road by the end of the year. The road will be completed by November next, being within the time specified in the contract.

DEMOCRATIC CLIPPING. A clipping from the Somerset Gazette, dated 17th inst., says:—"The new bridge over the river, which is now being erected, and the first span, and a goodly portion of the second, are already up. It will be finished in a few weeks, with ordinary good fortune and favorable weather."

PELOUSIS IN THE FIELD. A correspondent, who dates at Kenduskeag, writes as follows:—"Mr. Nathaniel Burdell, of Newport, sold, a week or two since, to Joseph White, of Levant, one yoke of three years old steers, that girted seven feet and three inches, for the liberal sum of \$200. Mr. B. reared these steers upon his farm in Newport. They are full blooded Short Horned Durhams, and perfect specimens."

As a stock grower in the County of Penobscot, Mr. Burdell has a wide spread fame."

TRANSACTIONS OF THE MICHIGAN AGRICULTURAL SOCIETY. A handsome volume of between 5 and 600 octavo pages has been received all the way from Michigan. It embodies the transactions of the State Society with reports of County Agricultural Societies for 1852, arranged by J. C. Holmes, Secretary of the State Agricultural Society, and published by order of the Legislature. We have not had time to peruse it, but by examining the table of contents, find many interesting subjects are named. We shall look at them during our first leisure.

FIRE AND LOSS OF LIFE. We learn from the Bangor Whig that on Monday night of last week the dwelling house of James B. Cleveland, Esq., at Presumpscot, took fire and was with great difficulty extinguished. But dreadful to relate Mrs. Hannah, Glidden, a very aged lady, who was confined to her chamber by sickness, perished, although by the noble efforts of the citizens she was rescued from the flames, yet so shockingly burned that she survived but a short time.

THEY EDIT THEMSELVES. In the tables of the United States census, recently published, we see that in the enumeration of professions, and in Maine there are eighteen editors only, but in the table of periodicals there were forty-nine. According to this 31 of them must edit themselves.

PORTLAND REPRESENTATIVE. On Wednesday last, Mr. C. G. Clark, (whig), was elected representative from Portland to fill the vacancy occasioned by the resignation of Mr. Fessenden. The vote stood, for Clark, 367; Babb, Morrill dem., 314; Haines, dem., 150; scattering, 29.

CHAFFIN'S KINETOGRAPH OF CURA. By an advertisement in another column, it will be seen that this exhibition opens at Winthrop Hall this (Tuesday) evening. It comes here highly recommended as a work of art, and our readers would do well to look in upon it, and judge for themselves. We shall speak of it again.

DEATH OF AN AUTHOR. George Lippard, who was known to our readers by his "Legends of the Revolution," and other similar writings, died of consumption in Philadelphia a few days since.

SALE OF A STEAMBOAT. The steamer T. F. Secor, which formerly ran in connection with the railroad between this place and Bath, was sold at Damariscotta a few days since for \$11,200. She was sold to a company in Canada.

GUANO. The New York Atlas states that during the past year 112 ships had been chartered to bring Guano from the Chincha Islands to the United States. Their cargoes will amount to nearly 75,000 tons.

GATHERED NEWS FRAGMENTS, &c.

Hog Trade of the West. The Price Current publishes a statement of the hogs packed in Ohio, Kentucky and Tennessee this season, embracing all the principal points. The total number is 1,265,555 against 975,798 last year, being an increase in the number of 289,757, and in the weight 5 per cent.

The "Lost of the Mohicans." Representatives of the once great Mohican tribe of Indians, now numbering about one hundred and fifty, are in Washington, seeking the annulment of a treaty by which they were removed from Wisconsin to Minnesota. They wish to return to Wisconsin and live, as they have in almost all things adopted the habits and pursuits of the whites.

A Valuable Diamond. The large diamond which was recently found in Brazil, has been deposited in the Bank of England by the London house to whom it was consigned from Rio Janeiro. Its weight is 254 carats, and its estimated value, according to the scale, \$280,000. It is said to be of the finest water and without flaw, and was found by a negro slave, who received his freedom as a reward.

All Shells. The custom house valuation of the eggs imported in the United States last year, was \$3,211,935.

Tall Trees. The Oregon Spectator says that William and Eliza Bird cut a fir tree on the banks of the Tualatin river, near Linn City, from which they hewed a stick of timber 16 by 18 inches square and 75 feet long; above that, from the same tree they hewed another 14 inches square and 50 feet long; making all 125 feet running measure. This shows how gradually the fir tree tapers.

Atlas for the poor Printer. The Cincinnati Times says: "Suits are now pending against the Cincinnati daily press for \$200,000, divided as follows: Commercial \$200,000; Gazette and Atlas \$140,000; Times \$15,000; Sun \$5000."

Good living in prospect. We learn from the Salem, N. C. Press, of the 4th inst., that a drove of more than sixteen hundred turkeys passed that place on the 3d inst. They were en route for Charleston, from Smith County, Virginia. The drove travels about seven miles per day, eats seven bushels of corn in the same space of time. The corn is strewn along the road, and the turkeys in that way coax along.

Death of an author. Silvio Pellico, one of the most celebrated of modern Italian writers, is dead. He was a native of Piedmont, born in 1789.

In 1820 he excited the ire of the Austrian Government, and was arrested. In 1822 he was sentenced to death, which was afterwards commuted to fifteen years imprisonment. His most popular work, "My Prison," was written while in prison. After eight years and a half imprisonment, he was set at liberty, and has since avoided politics.

Sciss Punishments. A person who was recently convicted in the Canton of Unterwalden, of an assault which caused ultimate death, was sentenced to undergo the following severe punishment. He was sentenced to 15 years imprisonment, with hard labor, destitution for life of political rights, a fine of 3000 francs, and the expenses of the trial, exposure for a quarter of an hour in the market-place, a public flogging by the hands of the hangman, and lastly to be taken through all the parishes of the canton, and to hear in each, on his knees a sermon from the parish priest on the subject of his crime.

Illinois Minerals. We learn from the Alton Courier that the geological survey of Illinois has developed the fact that the Southern portion of the State is rich in valuable minerals, both variegated and black. Some of these deposits are of great value, and will form a valuable addition to the mineral treasury of the State.

Quick work. A Poughkeepsie paper states that a bridge was constructed across the Hudson river, on one night, by a Mr. J. Frost.

Found dead in the Snow. Yesterday morning, says the N. Y. Courier, while some men were driving cattle through a vacant lot in 90th street, near 10th Avenue, they discovered the dead body of a man, apparently that of a German, 60 years of age, lying in a snow mound and partly resting against a fence. The deceased was dressed similar to a laborer, and from his appearance it was the opinion that the unfortunate man was overcome by the severe snow storm on Monday night, and perished in endeavoring to reach his home.

Fire in Gardner. The dwelling-house of Edward Parkhurst, in Gardner, took fire on Monday morning, 20th ult., and, with its entire contents, consumed. The family were barely able to escape. Insured \$500.

Deserves a pension. A correspondent of the Belfast Journal writes: "Last season, in your historical account of Machias, you spoke of two girls who carried powder and balls, to the amount of 30 pounds, through the woods to the patriots of that place. One of the ladies is now living in Jonesboro'. She spun and knit a pair of stockings, and sent them to the world's fair, in New York. Her name is Western. She has brought up a large family, and deserves a pension."

The Great Republic. The N. Y. Atlas says: An iron chest, containing several thousand dollars, which was on board this ship when she was on fire, has been recovered. The bills recovered to ashes, and the greater part of the silver and copper were lovingly blendeed together, and transformed into a good steaming color, black. We saw fourpence quarters and shillings, joined like coral with pebbles and shells. When the spring opens, something will be done towards rebuilding the ship, and for that purpose, she will be towed to Boston.

Singular Railroad Accident. Wednesday afternoon, when a long freight train over the Northern road reached Lowell, it was discovered that one of the cars was *minus wheels!* It was subsequently ascertained that the accident occurred at North Chatham, where two lengths of rails (36 feet) were detached from their connection. Twenty-four cars passed over this break in safety, and without attracting the attention of any one on the train! The car with out wheels hung safely by the couplings.

Counterfeit Bank Note Plates. A young man who was sent to the penitentiary at Alton, Illinois, several weeks since, for passing counterfeit money, gave information a few days ago, which led to the discovery, near Cincinnati, of a counterfeit plate on the Webster Bank of Boston, and a \$2 plate on the City Bank of Hartford, Conn. Both were well executed, the one on steel and the other on copper. The Webster plate was so arranged that it could be easily altered to \$10, \$20, or \$50. The issues of these plates are now in circulation in the Western States.

"The Mothers of our Forest Land." In the county of Clermont, in Ohio, recently died Mrs. Isabella Riddle, at the advanced age of 104 years. She was born in 1750, and was one of the pioneer matrons of the West. Her first husband was killed in the Indian wars, and several years of her widowhood were passed with her children on her exposed frontier, where she was often compelled to seek in the block house a protection from the prowling savage.

Knights of the Shears on a strike.

of Hamilton, U. C., have "struck" against the sewing machines. Recently, a reinforcement of fifty tailors arrived in that place from Yankee-do, to supply the places of the anti-sewing machine tailors who had struck. The strikers got up a demonstration threatening the newcomers, who took the evening train and left the city of the cabbage field.

Growth of Chicago. From a statement published in the Chicago Daily Tribune, it appears that the business of that city during the past year has been characterized by unprecedented activity, and has brought more real prosperity to that place than the previous three years combined. Over two thousand dwelling houses have been built, and the number of the population has been 57 per cent. The number of inhabitants being now over 60,000. The increase in value of the taxable property has been in a ratio equal to the increase of population.

Sudden Death. Mr. Thomas Ladd, of Sebec, while traveling from Milo to his place of residence, on the 29th of January, is supposed to have frozen to death, as he was found the following morning, about 25 rods from his house. He was aged 57.

TWO HEADED, SEVEN LEGGED CALF. Mr. Jas. Dunphy, of Wald, is exhibiting in different parts of the State a monstrosity in the form of a calf with two heads, eight feet on seven legs, &c. We understand he will be in this city sometime this week, when the curious will be able to "see what they shall see."

THE SAN FRANCISCO COURT OF ENQUIRY. The Military Court of Inquiry into the circumstances attending the wreck of the San Francisco, and particularly with regard to Col. Gates' conduct, closed on Friday, with a statement by Col. Gates. The decision of the Court will be promulgated by the President through the war department.

UNITED STATES AG. SOCIETY. This body, now in session in Washington, elected Hon. Marshall P. Wilder President, and Wm. S. King Recording Secretary. We shall note their proceedings in our next.

STATE TREASURER. Mr. Wilcox having declined the office of Treasurer, he will be seen by the Legislature, to be the Legislature on Tuesday re-elected Hon. Samuel Cony.

For the Maine Farmer.
CLEARING THE ROADS.
MR. EDITOR: In this cold country, where the snows obstruct our roads and tax the people heavily to keep the roads good and passable during the winter season, the question frequently arises what is the best and most effectual apparatus to break and keep open the roads? The triangle or triangular sled, when properly constructed, is evidently the best. But it is a fact that many districts have not a sufficient team to draw a triangle or any other heavy machine. I enclose you a paper diagram of a simple apparatus, which the surveyor of any district can readily furnish. It is constructed as follows: take a crooked, that is, a circular stick of timber eight or ten inches deep, and from four to eight inches thick—insert a tongue on the convex side—then bolt a short axle at a proper distance on each side of the tongue for a gauge, and your machine is ready for use; it may be heavy or light, wide or narrow, according to the team in the district. By drawing this over the road after each storm of snow, the roads can be kept in good condition for traveling. The gauge will retain a fair quantity of each snow that falls, and prevent the road from becoming bare, while a plenty of the article remains at the way side, which is not often the case where triangles are used without gauges.

OSIPIER.
Linington, Feb. 23, 1854.

MILITARY CONVENTION. The Military Convention, called by the Adjutant General, at the State House, on the afternoon of the 22d ult., for the purpose of revising the military laws of the State, was held in the hall of the State House, and was attended by a large number of gentlemen from different sections of the State, and proved, altogether, a most spirited and successful affair.

Capt. John L. Hodson, of the Bangor Light Infantry, was called to the Chair. Excellent speeches were made by Capt. Anderson, of Portland, Lieutenants Sewall, of Bath, and Bartlett, of Bangor, and also by John A. Peters, Esq., of the latter city.

Resolutions were adopted, expressive of the spirit of the occasion, and of the extent of the extraordinary and unconstitutional character of the militia laws of Maine. A Committee was also appointed, consisting of General Taylor, Captain Anderson, and Lieut. Sewall, to draft and present, for the consideration of the Legislature, the draft of a bill, better calculated to promote and encourage the Volunteer interest of the State. We cannot but hope that the efforts and objects of this Convention will be fully answered by the powers that be. [Age.]

A FORTICE ENTRY AND DETAINER. Springer's establishment, at the easterly end of the bridge, came near being carried away by a load of wood, the other morning. A couple of horses, attached to a six feet of green birch, ran away from the Abbott's Corner, and coming down the bridge hit at full speed, pitched into Springer's building with the force of a locomotive. The tongue of the sled was driven into the whole house, and the boards, much to the astonishment of the boarders, who were just rubbing their eyes open after their morning's nap; and the horses and load were thrown against the building with the crash of an earthquake. A slight increase of the capstan would have carried the whole team into the bar-room. Luckily, no person was in range of the sled—though there would have been work for the doctors. The horses, much to the astonishment of the spectators, were released, not only alive, but apparently little injured.

[Kennebec Journal.]

NARROW ESCAPE. On Saturday morning, at Gov. Crosby was riding to the State House in company with another gentleman, they were met near the Augusta House by a couple of teams engaged in racing furiously. One of the horses ran against their sleigh, overturned it, and broke it in pieces, but fortunately the occupants escaped with some bruises and torn clothing. Our own observation of the fast driving on State street, has led us to infer that the City Marshal might occasionally spend an hour profitably there, but we never supposed that the Chief Executive could not proceed to the Council Chamber without being run over in the street.

[Kennebec Journal.]

THE DEAF AND DUMB. The thirty-seventh annual report of the directors of the American Deaf and Dumb Asylum at Hartford, has been published. It contains an account of the progress and condition of that institution during the year ending May 14, 1853. At the expiration of this term the Asylum was prosperous, and enjoyed the favor of many of the wisest and best people in the country. The pupils during the year were 290 in number—of which 28 were from Maine, 15 from New Hampshire, 23 from Vermont, 33 from Massachusetts, 6 from Rhode Island, 3 from Connecticut, 1 from Pennsylvania, 1 from California, and 3 from Canada. Of these, 182 were State beneficiaries, 15 were paying scholars, and 3 were supported by the Asylum. The proportion from each of the New England States, is in about an equal ratio to their respective populations. Two of the pupils died during the year.

The plans for the improvement of the buildings and grounds, commenced some years since, have been mostly prosecuted to completion. The receipts of the institution during the year ending May 14, 1853, were \$57,807 72—being an excess over expenses of \$2,175 13.

LEGISLATIVE COMPEND.

TUESDAY, FEB. 21.

SENATE. Papers from the House were read and referred in conference.
Petition of J. H. Ingraham in behalf of the Trustees of Cory Academy for aid to assist in the education of female children, referred to committee on Education.

The President announced the joint standing committee on the part of the Senate on State Reform School, viz: Messrs. Cutler, Vinton and Clark.
The bill leasing the grounds of the city of Bangor in aid of the Penobscot and Kennebec Railroad was read a second time, and after some debate, passed to be engrossed.

The bill granting leave to the city of Bangor to loan its credit to the Oldtown and Lincoln Railroad was then read a second time and passed to be engrossed.

HOUSE. Mr. Robinson of Corinna, introduced an order rescinding so much of the order passed on the 6th inst. as grants the use of the Rotunda for a military and civil ball on the 22d.

A debate followed and the order was indefinitely postponed, only four voting in the negative.
On motion of Mr. Lane of Leeds, the committee on Railroads and Bridges was directed to inquire into the expediency of appointing three railroad commissioners, whose duty shall be to report to the Legislature upon the feasibility and practicability of projected lines of railroad—to ascertain damages, and to make regulations for the government of railroad corporations, in their conventions with each other.

A communication was received from the Secretary of State, transmitting returns from the Agricultural Societies. Referred to the committee on Agriculture.

Mr. Berry of Gardiner, laid on the table a bill to incorporate the Gardiner Gas Light Company of which was referred to the committee on Mercantile affairs and Insurance.

The bill to repeal an act of 1833, prescribing the time when notice shall be given upon petitions for special legislation was taken up and after some debate was passed to be engrossed.

Several petitions were presented and referred, among which was one of Isaac H. Hunt, for remuneration for his sufferings while confined in the Maine Hospital.

